Proceedings
of
THE TRAVANCORE SRI MULAM ASSEMBLY.

THIRD ASSEMBLY.

THIRD SESSION.

FIRST MEETING.

(*OFFICIAL REPORT.*)

Monday, the 23rd July 1945/8th Karkadagom 1120.

The House met at 12 noon in the Council Chamber, Public Offices, with Sachivottama Sir C. P. Ramaswami Aiyar. K. C. S. I., K. C. I. E. LL. D., Dewan President, in the chair.

NEW MEMBERS.

The following members took the oath and signed the rolls:—

1. Dr. S. John (*Surgeon-General*).
2. Mr. P. Joseph John (*Electrical Engineer*).
3. Mr. H. C Papworth (*Pro-Vice Chancellor, University of Travancore*).

QUESTIONS AND ANSWERS.

Quilon-Ernakulam Railway Line.

1 * MR. CHAZHIKATTU JOSEPH (*Minachil* cum *Thodupuzha*): Will the Government be pleased to state whether they propose to include the construction of Quilon-Ernakulam railway line in the post-war reconstruction works?

MR. S. NARAYANA AIYAR (*Financial Secretary to Government*): No.

MR CHAZHIKATTU JOSEPH : കൊല്ലം-എറണാകുളം റെയിൽ വെയുടെ സർവ്വെ സംബന്ധിച്ച് ഒന്നേമുക്കാൽ കോടി രൂപയോളം ചിലവാക്കിയിട്ടില്ലേ?

MR. S. NARAYANA AIYAR : No, Sir. The expenditure on the survey amounted only to Rs. 1,46,000.

MR. CHAZHIKATTU JOSEPH : ഇത്രയും തുക ചെലവു ചെയ്തിരിക്കുന്ന സ്ഥിതിക്ക്, ആ പണി തുടർന്നു നടത്തിക്കൊണ്ടുപോകുന്നതു രാജ്യത്തിനു കൂടുതൽ ഉപകാരപ്രദമായിരിക്കുമെന്നു ഗവണ്മെൻറിനു തോന്നുന്നുണ്ടോ?

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PRESIDENT: Order, order. It is the deliberate policy of the State not to have one inch more of Railway within the State and I have already stated it before. The construction of a railway from Quilon to Ernakulam, with all the bridges, culverts and the difference of the levels would cost so much and the meter-gauge railway is confessedly so inefficient and so badly managed and so thoroughly unsuitable for traffic, heavy or light, that any extension of the South Indian Railway line from Quilon to Ernakulam will not be contemplated. The only way of dealing with the matter is by a broad gauge line right through the continent of India, a matter which is now under discussion so that a break of gauge may be avoided. That is a matter which will involve about Rs. 70 to 80 crores so far as India is concerned. The matter is under discussion by the Government of India as part of the Post-War Reconstruction Plan. So far as this Government and the State are concerned we hope to get on to the end of time without a railway, for the reasons that I have already stated, and this State will be only too glad if the line of railway between Shencotta and Trivandrum is removed and we are given the necessary compensation. We are perfectly willing and anxious to conduct ordinary road transport between Trivandrum and every other place in the State. That would be cheaper and more economical. Later on, if necessary, the system of mono-rail operated by electricity can be started between the various units in the state. We do not wish to make any further railway extension and that is the deliberate and final policy of the State.

Land Revenue Commissioner.

2 *MR. PULIYOOR T. P. VELAYUDHAN PILLAI (*Thiruvalla*): Will the Government be pleased to state:

(*a*) whether they have considered the desirability of re-establishing the office of the Land Revenue Commissioner in Travancore; and

(*b*) if the answer to (*a*) is in the affirmative, the decision arrived at?

MR. G. NARAYANAN TAMPI (*Secretary to Government*):

(*a*) Yes.

(*b*) The decision of Government is that the office need not be re-established.

MR. M. K. MAHOMED (*Kunnatnad* cum *Parur*): May I know from the honourable member whether the Land Revenue Commissioner is to work in the Secretariat?

MR. G. NARAYANAN TAMPI: There is no Land Revenue Commissioner at all.

MR. M. K. MAHOMED: In answer to question (*a*) it is stated there.

MR. G. NARAYANAN TAMPI: To consider the question of the desirability of re-establishing the post is one thing, and having the Land Revenue Commissioner in the Secretariat is quite another. I do not know how it follows from the affirmative answer given to question (*a*).

PRESIDENT: What is the honourable member's idea?

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